

REMARKS/ARGUMENTS

Claims 1-20 were rejected under 35 U.S.C. 112, second paragraph, as being indefinite. The claims have been amended merely to clarify the claims and satisfy the Examiner's 112 requirements, without any change in the scope of the claims.

Claims 11-15 and 18-20 have been rejected as anticipated by Huber et al. Claims 1-10 and 16-17 have been rejected as obvious over Huber et al. In view of Tojima et al. Reconsideration is requested.

U.S. Patent No. 5,980,424 (Huber) shows a torque control method including the steps of:

- 1) Determining a target torque value,
- 2) When a gear is engaged measuring an initial current torque, and
- 3) Changing the current torque value by filtering a signal that is used for adjusting an engine variable so that the current torque value approaches the target torque value.

In contrast, the invention of independent claims 1 and 11 is a method and arrangement for controlling the disengagement of a gear in a gearbox, including the steps of:

- 1) determining a target or reference angle (A_{ref}) between the position of a first portion of the driveline and the position of the second portion of the driveline when a gear is engaged in the gearbox,
- 2) measuring the prevailing angle (A) between the two portions of the driveline during the vehicle's operation, and
- 3) Initiating a control action which may adjust an engine variable so that the angle (A) is equal to the target angle (A_{ref}).

Huber differs from the claimed invention firstly in that the invention measures the rotational position of the two portions in order to establish the zero torque parameters. In Huber, in contrast, the torque is measured, not rotational positions. It is an advantage to not use torque measurements since it is difficult to determine the required engine torque, since it may vary with the power takeoff requirements of various auxiliary units and other factors such as oscillations in the driveline.

Even if the torque could be represented by the rotational position of the portions of the driveline, there would still be another significant difference between Huber and the claimed

invention. In Huber, a preselected target value is first determined from look-up tables, for example. Then a current value is measured and the aim is to adjust the current value to approach the target value.

In the claimed invention, when engaging a gear the measured value is controlled directly to be the target value. Hence the claimed method and arrangement are simpler and have fewer steps. The Huber method is more similar to the prior art methods that are cited in the application. Even if it is functional, it requires advanced calculations involving a number of parameters if the engine torque which corresponds to zero torque in the gear box is to be determined.

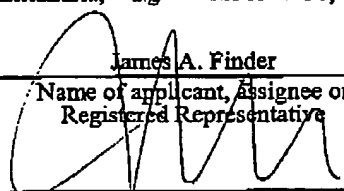
Therefore, it is submitted that the invention of amended claims 1 and 11 and their dependent claims is new and inventive over Huber.

Tojima shows a conventional clutch disc. Further comment on Tojima is not necessary since nothing in this document contributes to Huber so as to support a rejection of any one of claims 1-20.

In view of the foregoing amendments and remarks, allowance of claims 1-20 is requested.

FACSIMILE CERTIFICATE

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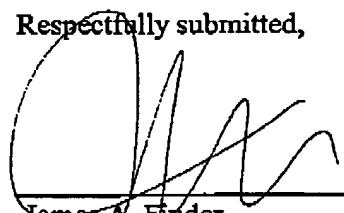


Name of applicant, Assignee or
Registered Representative

Signature
June 26, 2006

Date of Signature

Respectfully submitted,



James A. Finder
Registration No.: 30,173
OSTROLENK, FABER, GERB & SOFFEN, LLP
1180 Avenue of the Americas
New York, New York 10036-8403
Telephone: (212) 382-0700

JAF:lf

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